

1. GRATINGS OR SIMILAR ACCESSES SHALL NOT BE LOCATED IN THE AREA AT THE BASE OF THE CURB RAMP OR LANDING AREA. IF OBSTRUCTIONS SUCH AS GRATINGS, INLETS, UTILITY POLES, PULL BOXES, FIRE HYDRANTS, ETC. ARE ENCOUNTERED, THE LOCATION AND DIMENSIONS MAY BE ADJUSTED UPON APPROVAL OF THE CITY ENGINEER. LATERAL OBSTRUCTION MAY REQUIRE ADDITIONAL RIGHT OF WAY AS DIRECTED BY THE CITY ENGINEER.
2. NO LIP SHALL BE PERMITTED AT THE CURB RAMP SLOPE TO GUTTER PAN.
3. PLANTMIX BITUMINOUS SURFACE SHALL BE FLUSH WITH THE EDGE OF THE GUTTER PAN IN THE AREA OF THE CURB RAMP.
4. ROUGH BROOM TEXTURE ON CURB RAMPS AND WINGS.
5. CURB RAMP WINGS DO NOT HAVE TO BE WITHIN CROSSWALK. HOWEVER, THE RAMP ITSELF HAS TO BE INSIDE CROSSWALK, UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER.
6. ALL SLOPE RATES ARE RELATIVE TO LEVEL AND SHALL MEET ADAAG STANDARDS.
7. GUTTER SHALL MAINTAIN POSITIVE DRAINAGE TO PREVENT PONDING.
8. DETECTABLE WARNING SHALL CONSIST OF "CASTinTACT" OR "NAVIPLATE" DETECTABLE WARNING PANELS, 12" X 12" PAVERS, OR AN APPROVED EQUIVALENT. DETECTABLE WARNING SHALL BE CONSTRUCTED PER MANUFACTURER'S INSTALLATION GUIDELINES AND CONFORM TO ADAAG (4.29.2).
9. ALL CONCRETE TO BE REMOVED TO SAW CUT OR EXPANSION JOINTS.
10. FIBER-REINFORCED PORTLAND CEMENT CONCRETE (P.C.C.) SHALL HAVE THE FOLLOWING CHARACTERISTICS: 4000 PSI MIN. COMPRESSIVE STRENGTH @ 28 DAYS, MIN. OF 6 SACKS OF CEMENT PER CUBIC YARD WITH A MAXIMUM WATER/CEMENT RATIO OF 0.45, AIR ENTRAINMENT 6% \pm 1.5%, SLUMP AT 1 TO 4 INCHES. ALL MATERIALS SHALL CONFORM TO SSPWC SECTION 202. POLYPROYLENE FIBERS SHALL BE ADDED TO THE P.C.C. PER THE MANUFACTURER'S RECOMMENDATIONS.
11. CONTRACTORS SHALL CORRECT ANY CONFLICT WITH EXISTING PULL BOXES EXISTING BOXES AND INSTALLATION OF NEW PEDESTRIAN RAMPS. THE CITY ENGINEER SHALL MAKE THE FINAL DETERMINATION REGARDING THE DEGREE OF MODIFICATIONS REQUIRED BY THE CONTRACTOR FOR CONFLICTS BETWEEN EXISTING PULL BOXES AND NEW PEDESTRIAN RAMPS.
12. SIDEWALK AT BOTH SIDES OF RAMP MAY BE RECONSTRUCTED TO MINIMIZE THE GRADE AT A HORIZONTAL DISTANCE TO BE DETERMINED IN THE FIELD, UPON APPROVAL OF THE CITY ENGINEER, SUBJECT TO ADAAG REQUIREMENTS. CURB AT THE BACK OF WALK MAY BE NEEDED. A TRANSITION SECTION OF SIDEWALK MAY BE NECESSARY TO MATCH CROSS SLOPE OF EXISTING SIDEWALK TO PEDESTRIAN RAMP IMPROVEMENTS. TRANSITION SECTIONS SHALL BE APPROVED BY THE ENGINEER.
13. DETECTABLE WARNING SHALL BE INSTALLED PER MANUFACTURERS RECOMMENDATIONS AND SHALL BE PLACED ON FOUR (4) INCHES OF P.C.C.

NO.	REVISION	DATE	STANDARD DETAILS FOR PUBLIC WORKS CONSTRUCTION	SECTION	RENO
1	NOTES	07/05	NOTES-PEDESTRIAN RAMP	DRAWING NO. R-106F (312)	
				DATE	PAGE
				01/04	123
APPROVED BY: G.S.			07/05		